

# ARKANSAS TRAVELER DESCRIBES SOUTH'S JIM CROW CONDITIONS; EVELYN PREER RIDICULES THEM

By the Arkansas Traveler

HOT SPRINGS NATIONAL PARK, Ark., Jan. 13—(A. N. P.)—There is genuine fascination about this location—after you are once here. Aye, there's the rub! I wonder what's wrong with Arkansas, black and white? This state is not to be sneezed at so far as Negro progress is concerned. This state has a history of Negro development that reads like a fairy tale.

During the period following the Civil War, Arkansas was a Negro paradise. There was a fine element of racial progressiveness, and inter-racial co-operation. Colored people were in business, big business. They once owned the street railway, you know, in Pine Bluff. They

were elected to city, county, and state offices. They figured in the real question of things. They have great power in this state now, but it is underground and not overhead power.

Recently in the United States Senate, Senator Caraway, contentious and sarcastic in a marked degree, declared that Negroes are not kept from voting in Arkansas. Of course, the people here "laffed" right out in a meetin' in a sorta chagrinned way, because the Senator has the ups on the "publicity department" and they cannot get a hearing. But this state, like many other southern states, has its fingers crossed, Democrats and Republicans, on Negro voting—there's no question about that from looking at conditions right on the spot.

## Governor Gets a Pullman for Friends' Friend

When once in Hot Springs where the magnificent Woodman of Union and Pythian Bath House are located, and a finer group of Colored people with beautiful homes and glowing hospitality could be found nowhere, there is joy. But the rub is getting in. The white and colored business men and the railroad ought to hold a "get together meeting" and work out a way to treat self-respecting Negro passengers right. It would mean hundreds of thousands of dollars to this community, Little Rock, and other cities. But I know this: The streets could be paved in gold, and the bath house lined with onyx and silver, but there are hundreds of self-respecting Colored people who will not come down here from their comfortable homes riding "Jim Crow."

It's a sad reflection on American

public sentiment to think that people who have the means to pay for first-class service are denied it simply on account of color. It is silly, folly, asinine.

One of the governors of this state was asked by a big white business man to get a Pullman for a highly esteemed southern business man of Color. The governor telephoned the railroad office, and got the reservation. You can "bootleg" Pullman service almost anywhere South. But isn't that a shameful condition? It is.

## May Soften Conditions

John Webb has pointed toward what may help to be a solution. Last winter a member of this staff tried to get accommodations out of Hot Springs. He was refused unless he bought a drawing room and two tickets. Returning to Chicago, he brought the matter to the attention of the president of the railroad, citing the claim of the Pullman Company that they at no time order agents to refuse colored people tickets. The latter deplored it, but claimed that his road dare not brook public sentiment in Arkansas nor the law of the state, begging the question of interstate travel. A few months later the Woodmen of Union held their annual convention. Whole special trains are run into Hot Springs for this event. The railroads were vying for the business. To one great line which wanted the train from Chicago southward, the same one which refused accommodations, Mr. Webb wrote, "See Mr. Barnett. If he O. K.s your road you can have our business." That road is now trying to improve travel for colored people. Other organizations will do well to follow suit.

## Who Rides Up by the Engine?

Up North, many have asked me: "Who rides in the 'Jim Crow'?" The answer is men and women of all types. Bishops, school presidents, doctors, lawyers, laborers, railroad workers, babies, and growing children. On some roads, some trains, there is an entire coach, but there are many trains where the coach is divided into three parts, like Gaul: white smoker, Colored women's department and Colored smoker. On some trains they have only a half coach for all Colored, with one toilet, and they are often times crowded to suffocation, with people standing in the aisles. I have been on such quite recently.

American sentiment is compelled to change so that men and women of means and high standing in the Negro group can be permitted to have first-class accommodations! The maliciousness of segregation is the crux of the trouble. Certain whites will say: "Well, if you don't want to ride by your people, why do you think we do?" That begs the question. In Chicago, New York, and other parts, there are types of hotels and restaurants. They are permitted to have their trade. But there are certain places that have

no appeal because they do not furnish the service. That is true of the Jim Crow trains. It is not a question of pulling away; it is a question of service.

On the other hand, as long as this thing exists, churches and welfare organizations should advise the people on conduct in these Jim Crow trains. The Negro porters should not be so flippant. The men and women should not air their feet by

pulling off their shoes. They should not yell from one end of the coach to the other and holler out the windows and laugh loud while passing through different towns. There is too much of all this. Poor whites do the same. There is sometimes drinking and profanity, but this is usually at week ends, and holiday times. The most detestable person in the world is one who is ignorant and pompous! I have seen some of these that I would like to whip soundly. Since we all have to be huddled together, each should have some regard for the other fellow's welfare and comfort. BE LADIES AND GENTLEMEN!

## Miss Preer's Ridicule

Miss Evelyn Preer, theatrical star of New York and Chicago, told me of a time when she was in a certain small town in Georgia, and that beautiful young woman was looking for her "coach."

She said: "I put on all the dignity I could summon, and my best boulevard walk, and went up to the conductor, and in a pleasant condescending way I inquired: 'Sir, can you tell me where I will find the 'James Crow car'?' Miss Preer continued. "The conductor looked at me with mixed bewilderment and indignation. I said: 'Yes, yes, the 'James Crow' car that you have reserved for colored people.' He didn't know whether to tell me or swear, but he finally, half-heartedly, pointed to the place near the engine." Incidentally, from all appearances Miss Preer could have ridden anywhere. She is not only talented and beautiful, but is able to pay her way, and is happily married to Edward Thompson, in private life. But she must ride by the engine.

When the trains pass through "cities, towns and villages," Negroes along the roadway look first up by the engine! They know that's where they will find Colored America! When you come to think about it, it all seems like a huge joke on the common sense of the white south. I sigh with regret and laugh with pain about this whole system of so-called segregation. There is more real mingling between the two races here, open and clandestine; plain, ordinary human friendships and business relationship here in the South than in the North. Slow death of the political demagogue in the South, white and black, is giving rise to a new day and a new type of citizenship that will be more just and fair.



**ARE NEGROES CITIZENS? CAN THEY RIDE IN PULLMANS?**

By Daniel W. Chase  
(For The Associated Negro Press)

The Associated Press carried during the week news item to the effect that the Interstate Commerce Commission had ruled that neither the Pullman Company nor the railroad Company have erred in declining to sell a colored man a ticket carrying with it the Pullman privilege.

Referring to this editorially, "The Christian Century," a well-edited and widely religious weekly, says:

"It is no new thing for Negro passengers to be denied Pullman car accommodations in the South. Until recent years denial was a rule. For sometime now a colored passenger has been able to get a Pullman reservation if the local ticket seller was willing to sell it, but such requests are usually met with the answer that they are sold out. Some of the states apply their Jim Crow laws strictly, and, of course, that rules Negroes out of Pullmans where whites ride. The only remedy is for the railroads to provide Jim Crow Pullmans. But in interstate traffic the state laws may be contested. Recently a colored woman, Blanche S. Brookings, purchased a through ticket from New York to Florida, and with it paid for a Pullman sleeper. At Palatka, Fla., she was forcibly ejected from her berth. The National Association for the Advancement of Colored People has joined her in entering suit against both the Pullman Company and the Atlantic Coast Line for damages of \$25,000. Clarence Darrow and Arthur Garfield Hayes have been retained as counsel, and the case will be fought to a finish. As it is a federal court case there would seem to be little doubt of the result, for there are no federal Jim Crow laws. There is, of course, much more involved than the Jim Crow question in Florida. It is a question in the fundamental right of an American citizen to equality before the law with every other citizen without consideration of color, status, or previous condition of servitude, and on that issue the Constitution seems very fair. Whatever justification may be argued for the social separation of the races, any arbitrary deprivation of equal treatment before the law or the purchase of the necessary commodities of life, such as a bed when traveling, cannot be justified. Prof. Carver, one of the scientific geniuses of the generation, recently

said he could not give the help he would like to give to his people, because he was not physically able to travel without sleep." Truly the citizenship of the American Negro is in danger. Whither are we drifting?

AUG 19 1927

(From Atlantic Monthly)

Dear Atlantic-

In Miami, Florida, the writer purchased seven railway tickets, also Pullman accommodations, consisting of one drawing-room and four berths in Car No. 220 leaving Miami Saturday morning May 14, at 9:30 a.m. for Cleveland, Ohio, the car being one of several for various destinations and in charge of Pullman Conductor W. Walsh.

My party consisted of five elderly people, with a nurse and a family colored servant.

The Pullman conductor collected the tickets as usual and a half hour later notified me that our "nigger" would have to ride in the Jim Crow car, meaning a day coach set aside for colored people. I did not comply with this request, but respectfully asked the colored servant to occupy a seat in our private drawing-room, which was done, and was satisfied in my own mind that I was clearly within my legal rights in doing so. At Palm Beach a telegram was dispatched to the sheriff at Fort Pierce. At Fort Pierce the sheriff boarded the train, leaving a deputy outside. The sheriff came directly to drawing room A, and after pounding on the door, which I readily opened, in a sonorous southern dialect demanded a nigger that was riding with white people. Without removing his big wool hat he said that we of the north could associate with niggers, but it was against the laws of the commonwealth of Florida to do so.

His presence and language struck terror to the hearts of the ladies, and our mother, who is 86 years old, was made quite ill. Not

wanting any further disturbance, I put the servant in the toilet of the drawing room. The sheriff satisfied himself that the nigger had escaped, and left the car. The train pulled out, and we arrived at our destination without further molestation.

Now this is what hurts:

If the carrying of a colored servant with you in a Pullman is illegal in Florida, why the silence of the railway agents when the ticket is purchased? And temporarily waiving the legal phase of this unwarranted insult, why do the citizens of the state of Florida spend thousands of dollars to entice tourists and settlers to the state, and then sting them in more ways than one?

HERBERT MATHEWS,  
Lakewood, Ohio.



# LESTER WALTON TELLS OF EPISODE OF WHICH HE WAS A RECENT WITNESS

By LESTER A. WALTON  
(In the New York World)  
NEW YORK, April 28.—"I'm watching out for a waiter. There's a nice-looking colored girl in the day coach ahead who says she's almost starved. Ain't eaten since early yesterday evening," the Pullman porter confided to me, sotto voce.

"Why doesn't she go back to the dining-car and get breakfast?" I casually inquired.

"Fraid of being insulted and turned down," replied the porter somewhat vehemently.

"In the State of Indiana?" I asked in surprise.

My white-coated informant answered with a shake of the head in the affirmative.

This was startling news to me. Less than an hour before I had eaten in the dining car. The Nordic steward and the waiter had been courteous; in fact, had made an effort to be affable and loquacious.

When I breakfasted our train was in the Louisville and Nashville Railroad station at Evansville, Ind., having been delayed more than two hours waiting for another train from the South, scheduled to make connections. We were bound for St. Louis. I had become a passenger in Alabama at 8:32 the previous evening.

"The nice-looking colored girl in the day coach ahead" was still hungry an hour and a half after the Pullman porter had apprised me of her plight. By this time the train was rushing through the open spaces of Southern Illinois.

## Barred From Diner

Thirty minutes later the long-looked-for waiter put in his appearance. "Luncheon served in the dining car," he crooned.

The Pullman porter promptly told him of the involuntary hunger strike being enacted in the day coach.

"But I can't take her in the diner now; it's against the rules," protested the waiter.

"Do you know you are in the State of Illinois, which has a Civil

Rights Act against race discrimination in places of public accommodations?" I interposed.

"Can't help what the law is—I'm telling you what the rule is," said the waiter.

I related that in April, 1924, on the same train I had seen members of both races eating at the same time in the dining car. He countered by presuming a friendly steward had been in charge on that occasion. Then I referred to my presence in the dining car at breakfast, reminding him that a white couple was seated when I entered.

"Well, in the first place, you walked in like you knew your business, and then they were about finished," was the rejoinder.

To my next query, "What would have happened had white people entered for breakfast while I was eating?" the waiter scratched his head and admitted he did not know how the steward would have handled such a situation.

After announcing for the benefit of white passengers in the day coach, "Luncheon served in the dining car," the waiter engaged the colored girl in conversation, promising to do what he could for her. She gave her order.

## Served In Day Coach

When the waiter showed up with the young woman's meal he again appeared to be in a quandary. He was looking for a place where she might eat in comparative comfort.

Approaching the Pullman conductor ensconced in a corner of the men's washroom, the waiter asked if he would permit a table being set up in the car in which I was riding, explaining the exigencies warranting such consideration.

"If the dining car can't settle its own problems that's none of my business. She'll have to do the best she can," quoth the conductor.

So in the crowded day coach reeking with foul air of the night before, this native-born American, after doing without food for hours put the tray on her lap and made the best of a trying situation.

The young woman was comely and of olive complexion. In New

York she easily could have "passed for white," as Negroes are wont to say. She bore evidence of education and refinement, was neat as the proverbial pin, and easily the most stylishly-dressed of her sex. I learned she was riding in the day coach owing to inability to obtain Pullman accommodations out of the South.

As I recounted the disagreeable and embarrassing experience encountered by this full-fledged American citizen, so symbolic of the lot that befalls many educated and cultured Negro travelers, my mind's eye reverted to U. S. Veterans' Hospital No. 91. There I had seen hundreds of black boys who have permanently lost health and strength, many their minds, who fought to make the world safe for democracy. And I wondered if this Negro girl had any relatives in the institution.

## Employees Blamed

It may be that the unlawful practice of discriminating against Negro passengers on some roads running into Midwestern States is not due so much to policies enunciated by railroad officials as it is the overzealousness of prejudiced employees. Throughout the South train conductors, in particular, confuse the rights of interstate passengers and intrastate passengers. Revolted stories crop out now and then of ignorant and irate whites evicting Negro passengers from Pullman cars. Some months ago a Philadelphia merchant sent his Negro help back North from Florida in a Pullman car. During the night a mob boarded the train and put off both male and female employees in their night clothes. The excuse was that the Negroes were breaking the separate coach laws of Florida.

No one was ever punished for this outrage. No one was even censured. While such uncivilized acts are committed in our very midst, grave concern is manifested for the welfare of our citizens in foreign lands. Ships, gunboats and the marines are promptly despatched to insure their safety.

A goodly number of white citizens—North, East, South and West—are prone to confuse the "social equality" bugaboo with a citizen's enjoyment of civic rights as guaranteed by the Constitution of the United States. Those afflicted with "Negrophobia" look with troubled eyes on well-groomed colored Americans resting their heads in a Pullman berth, or tickling their palates in a dining car. Yet, railroads are public carriers under Federal and State supervision.

## White Woman Stirred

The "Negrophobist" is a most in-

consistent individual. A few years ago I was traveling between Atlanta and Asheville, N. C. In the Pullman was a white woman accompanied by a child of six and a Negro nurse whom she called "Mammy," although the servant was as young, if not younger than her employer. The nurse has just returned from the dining car where she has taken the child for breakfast. The youngster was telling what it has eaten.

"What did you have, Mammy?" the mother asked sympathetically.

"Nothin.' Wouldn't give me nothin' to eat," the servant lamented.

The white woman waxed indignant and threatened to report the steward for discriminating against "Mammy." Yet, in all probabilities, she likewise would have threatened to have reported the steward had she walked into the dining car and beheld a Negro at a table and minding his own business.

"Negrophobists" do not object to Negro servants riding on Pullman cars, but they become hysterical when a member of the race other than a menial patronizes the sleeper. Such a sight irritates their superiority complex.

The traveling public in all sections is gradually learning, however, that giving a Negro a place to lay his head and a bite to eat is no violation of the rules of "social equality." Furthermore, that the Negro traveler has no desire to fraternize.

Much praise is due Pullman Company officials, also railroad officials, for the tactful and sympathetic manner in which they have handled a delicate situation which is materially improving year by year. Valuable assistance could be given them if the Interstate Commerce Commission and other authorities at Washington were to clearly define to the public the rights of citizens on Pullman and dining cars, and saw to it that these rights were respected.

# DIXIE J. C. CARS STILL DISGRACE IN SOUTHLAND

AFRO Reporter Finds  
Accommodations Basis  
For Much Complaint

## WOMEN PASSENGERS OPENLY INSULTED

## Cattle-On Western Railroads

More Protected By Law  
Than Passengers

GREENVILLE, S. C. (By an Afro Staff Correspondent)—Jim Crow railroads in the South are still the outstanding disgrace of that section and cattle on Western Railroads get more protection by law than Dixie race passengers.

This condition has been vividly pointed out by a staff correspondent of the AFRO-AMERICAN recently returned from a swing over some of the southern states.

## Cattle Protected

On a western railroad the law protects cattle being transported and insures for them certain comforts which the south does not give human passengers, a passenger told the correspondent. Each car carrying sheep or cows must be well ventilated and sanitary. The Government regularly inspects the cars in which cattle are shipped.

A trip covering seven states reveals that none of these requisites are guaranteed and rarely given on Jim Crow cars. On most of the best trains of the south the baggage cars are cut into three compartments, the baggage being carried in the front, and twelve to fourteen seats in the rear for first-class passengers.

Even in the rear where the first-class passengers sit or stand, the news butcher and conductor are given quarters for their work and wares. Notwithstanding the fact that this car is also close to the engine, no screens or clinder deflectors are provided and smoke and dirt coat the car and passengers.

## Mother And Babe

On one of these trains a mother with baby in her arm had to stand until some passenger out of mere pity gave her a seat. In South Carolina Dr. and Mrs. J. B. Randolph, the doctor being president of Clarin College at Orangeburg, rode under similar circumstances.

Young women passengers stated that riding in these Jim-Crow cars they are constantly subjected to insults from ignorant porters who flop down beside them after they have finished their work between stations, often attempting to flirtations. A young lady carrying a diploma from Bellevue Hospital in

the had been given over to colored passengers when at a station a crowd of whites got on. Immediately the conductor ordered the porter to have all colored passengers move toward the front of the car to give seats to the whites. On train No. 36, of the main Southern Railway line, a whole car



# AUTOS, NEGROES AND JIM CROWISM!

Southern Negro delegates to the various conventions, grand lodges and annual meetings, which are held largely during the summer months, are showing their contempt for and disgust with the infernal and infamous "jim-crow" coaches on the Dixie railroads, by motoring in their automobiles to so many of these gatherings.

The conductor on a Southern passenger train, in conversation with another white passenger, who was sharing with the conductor his usual seat in the colored compartment of a dirty and dingy Dixie day coach, in the presence of one lone colored passenger, stated that the Negroes of the state and the South are showing what they think about the "jim-crow" laws by traveling overland in their own automobiles.

With the advent of good roads throughout the Southern states and more colored people owning automobiles, which are now classified as necessities instead of luxuries, the railroads are sure to feel this slump in business; particularly during the spring and summer seasons when automobile travel can be made with little or no difficulty and when our people are holding their grand lodges, conventions, associations and other gatherings where large numbers of them attend these meetings.

Even now with roads that are good, bad and indifferent, many of our people much prefer the hardships of such a road tripping than the humiliation, embarrassment and indignities of the damnable and diabolical "jim-crow" statute and coach.

This does not mean that our people object to riding in coaches or sections of coaches on the railroad trains provided and set aside for them, as a partial compliance with laws of the Southern states covering separate but equal accommodations for the two races; but they do very strenuously and vehemently object to paying first-class fare and then being forced to ride in coaches unfit for even cattle and swine—such conditions as obtain on the vast majority of the passenger trains operated in the Southern states, Texas being no exception in this respect.

If a first-class, reputable grocery store or dry goods house were to charge colored customers one price for commodities and then sell these same articles to other races at a lower price, such stores and merchants would be severely condemned and exposed through the glare of pitiless publicity and ere long their business would find itself in a very precarious condition.

Still the railroad companies of the South engage in such a hijacking and holdup game, charging colored passengers the same railroad fare as passengers of other races, but denying and refusing to accord these same colored passengers the same kind and type of service and identical class of accommodations tendered the passengers of other races.

Certainly there is nothing ethical, fair, just or honorable in such unfair and unreasonable policy on the part of the Southern railroads towards their numerous colored passengers, yet they continue to pull off this game and easily get by with it.

Our people are partly, if not largely, blamable for their raw and rotten deal on these common carriers, for even though we have the law on our side—equality as well as separateness of accommodations on railroads of Dixie—we do most of our complaining to ourselves, at the "big gate", but seldom, if ever, complain to the proper officials, at the "big house."

If we would merely insist upon and contend for the strict enforcement of the separate coach law of our section, many of the evils, inequalities and injustices encountered and endured by colored passengers on the passenger trains of the South would be remedied and eradicated; but as long as we whine and sing our national anthem—"The Blues"—to ourselves, we are going to con-

tinue to pay first-class fare and then receive 'steenth class service on these common carriers.

Even with good roads and thousands of automobiles, the vast majority of our people will still employ the railroad trains of the South for passage and transportation, and any decent, self-respecting man or woman of color just naturally resents and objects to the "jim-crow" coach, together with its ramifications, as operated on the common carriers of the South.

No red-blooded man likes the idea of paying the same price for an article or service that another man pays and then being compelled to accept an inferior article or service; and the concern, corporation or railroad company that pursues such policy is getting money by and through false pretenses, and is openly and shamefully violating and trampling under its corporate foot the written law of the land.

Our representative bodies, both religious, fraternal, civic and political, should dispatch committees to the officials of the railroad companies, governors and legislatures of the several Southern states and take up with these officials the horrible and shocking conditions that obtain in the "jim-crow" coaches on Southern railroads; and if no results can be obtained through such conferences, then resort to legal procedure and see if we can not get redress through a court of equity—for the law on this point is so evidently plain and manifestly fair until it comes to its interpretation and application by the railroad companies and their hirelings.

Showing our resentment and disapproval of the nefarious "jim-crow" law and coach by employing automobiles is all right and perfectly within our rights, but it will hardly suffice to bring about the desired reforms in railroad travel and accommodations for colored passengers—we must invoke and employ the legal tribunals if we would secure the semblance of a fair and square deal.

## J. C. Cars Next

Certainly the thanks of the Negroes of the nation go out to the National Association for the Advancement of Colored People and the eminent counsel who acting for the Association won the now famous victory in the Texas Democratic Primary Case.

We give the names of the eminent attorneys who gave their services to the nation in this case because they should be graven upon our hearts and those of our children: They are Louis Marshall, constitutional lawyer, Moorfield Storey, that eminent friend of humanity and Arthur Spingarn.

These gentlemen had the Supreme Court declare for us that the 14th and 15th amendments are still a part of the constitution. The late President Harding in his Birmingham speech declared that Negroes vote the Democratic ticket and we had to get the aid of the highest court in the land before we could make any headway in Texas white primaries.

The Association's attorneys proved that if White Democratic primaries are legal so are White Republican primaries, in which event citizens are deprived of the right to vote on account of their color.

They also uncovered the fact apparently disregarded today and hidden that the 14th amendment guarantees Negroes not only political rights but also social rights. Its specific language is that "No state shall enforce any law which shall

The constitution is plain. It enjoins any state from MAKING or ENFORCING discriminatory laws against citizens. Jim Crow cars are discriminatory. Ultimately they must come under the ban of the Highest Court.

abridge the privileges and immunities of citizens."

N. A. A. C. P. attorneys in their brief in the Texas primary case recalled this fact in quoting Mr. Justice Strong of the U. S. Supreme Court (Strouder, West Virginia 100 U. S. 306). Justice Strong interpreted this amendment as follows: "The words of the amendment contain the implication of a positive right to exemption from unfriendly legislation against them distinctively as colored—exemption from legal discriminations, implying inferiority in CIVIL SOCIETY, lessening the security of their enjoyment of the rights which others enjoy, and discriminations which are steps reducing them to the condition of a subject race."

Clearly under this amendment as above interpreted there can be no legal disfranchisement and segregation state or city laws.

It is becoming increasingly evident also that jim crow car laws despite previous decisions to the contrary must fall in the same category. Certainly state jim crow cars laws are "unfriendly legislation against us distinctively as colored—imply inferiority, and—lessen enjoyment of rights which others enjoy," namely the right to travel as a citizen without racial distinction.

It is fortunate that the Association has in the Supreme Court also at this time a case which will determine the legality of Florida laws barring colored people from pullman cars.



# GREAT CASE OF COLORED AMERICA BEFORE THE BAR OF PUBLIC OPINION.

Shall Good Citizens, Because of Color, Be Compelled to Ride by Engine.

(By Arkansas Traveler for Associated Negro Press.)

Nashville, Tenn., Jan. 19.—The greatest tribunal in the world is the Bar of Public Opinion. It is the Netel Plus Ultra of Supreme Courts. Before that Bar, therefore, let us, here and now, take the case of Colored America Riding on Railroad Trains in the South.

I appeal to you people of the North to "get out and get under" his case. You think it doesn't concern you? You're wrong as hell! It concerns all America, every inch of it. Then, if you have any humanity in your heart, and could come down here, and see the marvelous progress and citizenship of the people of the South, you would bear your breasts and go into the fray. The people South are appreciative, grateful, accept co-operation, but they ~~are not~~ of the North to feel that they are helpless. They are not. They are courageous, and hold up their heads for the things that are right. There are a thousand communities in the South from which every one could get ten thousand inspirations!

Take this Nashville, for example, sometimes called "the Athens of the South." This title, of course, is disputed by Atlanta. Many schools are here, Fisk University, famous more than half a century; Walden University, a Methodist institution; Meharry Medical College, a class-A Medical school, furnishing a majority of the Negro doctors of the South; the State Normal and Industrial School of magic growth and achievement; and Roger Williams College, controlled by the Baptist denomination. These form an educational background, that makes Nashville a city of high standing.

Add to these the commercial advancement. Three great publishing houses of great denominations, two Baptist and one of the A.M.E. Church, banks, insurance, manufacturing, other lines of business. Beautiful, well kept lawns. Yet, as in all other places of the South, my good people, when these fine citizens get ready to ride on a train, they must ride up by the engine, except "by special arrangements." Shall this continue? "Come, let us reason together."

## The Case of Colored America.

Who are the Plaintiffs and Defendants? Colored America, North and South, Religious Organizations, Fraternal Organizations, Business Organizations, Welfare Organizations; White America; North and South, Chambers of Commerce, Religious Organizations, Welfare Organizations; The Pullman Company; Officials and Stockholders; Railroads: South—Atlantic Coast Line; Southern, Union Pacific, Rock Island, Illinois Central, Louisville and Nashville, Norfolk and Western; all other lines; North: Pennsylvania, New York Central, Baltimore and Ohio; all other lines feeding traffic South; United States Government: The President of the United States, Congress, United States Supreme Court, Inter-State Commerce Commission; Governors and Legislatures: Kentucky, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Oklahoma, Texas.

## A Few Interesting Facts of the Case.

In the twelve states named, where Colored America is compelled by law to ride up by the engine, there are more than ten million racial citizens, whose wealth runs close to two billion dollars over all. There are among these thousands who ride on the railroads, and spend tens of thousands of dollars each year. But the amount spent is cut down at least 200 per cent because rather than be humiliated and endangered by riding by the engine they do not ride at all. There are hundreds of colored people, North and South, who would do considerable more traveling between the two sections if they could get first class accommodations, like other people, without bootlegging for them.

Why should men and women, North and South, who are quite capable to pay for first-class accommodations, be compelled to resort to subterfuges and trickery, in order to get service on public carriers? These people have their business, North and South, just as all others. They have demands on their time, and the matter of a few hours, sometimes means thousands of dollars; yet, they cannot free their minds from the possibility of danger and insult, in riding to their destination.

Dr. U. G. Mason of Birmingham, Ala., for example, one of the foremost business and professional men of the South, who has big business interests in Chicago, as well as Birmingham, and is compelled to make the trip North at least once a month, he loses an entire day, because he cannot get Pullman service on the fastest train out of Birmingham! What will the jury of Public Opinion do about such a case, which could be multiplied scores of times?

Mrs. Mary McLeod Bethune, for further example, who took a dollar and a half, and made it grow into an institution for Negro training valued at more than One Million Dollars! It is growing splendid young men and women in Florida. Yet, Mrs. Bethune great character that she is, must ride out of Dayton Beach, in a "Jim Crow Car," when with first-class accommodations her time could be used to advantage.

The railroads are not asleep on this proposition; they perhaps wonder when the Negro will wake up. An official of one of the leading roads penetrating the South from Chicago, conferring with the director of the Associated Negro Press, recently, was authority for the following statement: "I know three great trunk lines which during the past five years have made surveys to determine whether there was enough colored travel which desired Pullman accommodations to warrant the addition of Pullman equipment, especially for colored people in those States where state laws require the separation of the races. In each instance the survey has been favorable and shown the volume of travel did warrant it. In my opinion the only reason it has not been inaugurated is that neither of the roads

want to be the one to break the ice." Determined and insistent effort, application, plus legal contention wherever a good case of inter-state discrimination presents itself may hasten this concession. The consequent cost to many of the roads will, observers predict, eventually force the railroads to the side of colored travellers in the fight for equal and the same accommodations.

There are many Southern cities where the cost of providing separate "Jim Crow" Street Car equipment spells a loss in dividends.

The railroads have constantly used a subtle species of what is almost bribery, especially in the South. Everyone of the thousands of ministers travels either on a pass or clergy transportation. While in other sections a rigid examination is given clergy applicants there, many teachers, and scores of business men pose as preachers and get privilege. The result is they cannot raise their voices in protest and protest loud and long will get somewhere. One prominent churchman, who is a newspaper owner for weeks has been carrying a page advertisement urging the members of his organization "to ride on the railroads." He says the railroads are interested in religious development, but does not say whether their interest extends beyond the "Jim Crow Car."

It is, however, my firm conviction that the sentiment of the South has greatly improved on the subject traveling facilities for Colored passengers. The least that can be offered is "equal accommodations" which means Pullman service throughout.

## Commission Defends Jim Crow Tactics of Pullman Company

WASHINGTON, Jan. 18.—The interstate commerce commission has declared the refusal of the Pullman company to sell tickets to Negroes legal. The commission, in deciding a case brought by J. P. Harden, Chicago Negro attorney, declared that as long as the refusal does not involve any situation by which one person obtained transportation service for less than another there is no discrimination.

Harden said he attempted to buy a Pullman ticket from Atlanta to Chi-

cago and was refused one by the station agent and the train conductor.

New Bern, N. C., Sun-Journal

JAN 14 1927

# JIM-CROW LAW IS UPHELD BY SUPREME BODY

Suit by Negro Lawyer Against Pullman Company Dismissed by Supreme Court

WASHINGTON, Jan., 14.—(By Associated Press)—An effort to collect damages from the pullman company for refusal to sell tickets to a negro, while at the same time such tickets were sold to white persons, failed today when the Interstate Commerce Commission held that the section of the law under which an action was brought could not be violated by such a refusal.

The commission took the position that the refusal was not a discrimination under section two of the commercial act, since it did not involve any situation by which one person obtained transportation for less than another.

A complaint made by J. P. Harden, a negro lawyer of Chicago, seeking \$25,000 damages from the pullman company on the ground that it refused to sell him accommodations, was dismissed.

The pullman company, at the same time, denied that its agents or employees were ever authorized or instructed to refuse pullman accommodations to negro passengers.

Harden alleged that he attempted to buy a pullman berth from Atlanta to Chicago on July 7, 1923, and that the ticket agent and the pullman conductor on the train both refused to make the sale. Both of these men testified they had frequently sold berths to negroes and had no recollection of refusing to make such a sale at any time.



# Public Spirited Citizens To Fight Pullman Reprisals

NEW YORK, Jan. 13. — A committee of 100 of the most prominent white and colored citizens of New York has organized to inform the public through mass meetings and extensive publicity of the practice of the Pullman Company in its campaign of victimization of the porters, actors, newspaper editors, and others who show any opposition to it. The committee of one-hundred, Arthur Garfield Hays, well-known attorney, associated with Clarence Darrow in the Scope evolution and the Sweet trials, is Chairman of the Committee.

At the headquarters of the Brotherhood it was announced that since the porters have presented their case to the U. S. Mediation Board, the Company has embarked upon a ruthless campaign of intimidation by discharging those men, it believes, are members of the Brotherhood. In one mid-western district over a dozen men have been discharged, in another, ten men and a large number in the local district. These men are being removed from the services on trumped up charges; the usual excuse given is: "Services unsatisfactory to the management," but upon request of the discharged men for a more specific statement as to the nature of their unsatisfactory services, they are asked: Do you belong to the Brotherhood? Why didn't you vote for the Company Union? etc. In the meantime, word is being surreptitiously passed among the men by Pullman Officials that, these men are being let out of the service because of their alleged affiliation with the Brotherhood.

The officers of the Brotherhood feel that the conduct of the Company in this instance is unethical and unmoral. With the issue now before the U. S. Mediation Board and with the Company afforded an opportunity to freely present its side of the question before that body just as is the Brotherhood, there can be no excuse for engaging in reprisals. The officers feel also that if the public is made aware of the Company's actions, the spirit of fair-play of the American people will be aroused and an end put to the Company's efforts. Educators, Bankers, Politicians, Lawyers, Labor Leaders, Preachers, Novelists,

# Everybody Rides 'Jim Crow' Down In Dixie

Evelyn Preer, Actress, Shocks Conductor By Asking For "James Crow" Car

HOT SPRINGS, ARK, (A. N. P.) —Up North, many have asked me: "Who rides in the 'Jim Crow'?" The answer is men and women of all types. Bishops, school presidents, doctors, lawyers, laborers, railroad workers, babies, and growing children.

On some roads, some trains, there is an entire coach, but there are many trains where the coach is divided into three parts, like Gaul: white smoker, colored women's department, and colored smoker. Or some trains they have only a half coach for colored, with one toilet, and they are often times crowded to suffocation, with people standing in the aisles. I have been on such quite recently.

American sentiment is compelled to change so that men and women of means and high standing in the Negro group can be permitted to have first-class accommodations. The maliciousness of segregation is the crux of the trouble. Certain whites will say: "Well, if you don't want to ride by your people, why do you think we do?" That gets the question in Chicago, New York, and other parts, there are types of hotels and restaurants. They are permitted to have their trade. But there are certain places that have no appeal because they do not furnish the service. That is true of the jim crow trains. It is not a question of pulling away; it is a question of service.

On the other hand, as long as this thing exists, churches and welfare organizations should advise the people on conduct in these jim crow trains. The Negro porters should not be so flippant. The men and women should not air their feet by pulling off their shoes. They should not yell from one end of the coach to the other and holler out the windows and laugh loud while passing through different towns. There is too much of all this. Poor whites do the same. There is sometimes drinking and profanity but this is usually at week-ends, and holiday times. The most detestable person in the world is one who is ignorant and pompous! I have seen some of these that I would like to whip soundly! Since we all have to be huddled together, each should have some regard for the other fellow's welfare and comfort.

## Miss Preer's Riddle

Miss Evelyn Preer, theatrical star of New York and Chicago, told me of a time when she was in a certain small town in Georgia, and that beautiful young woman was looking for her "coach".

She said: "I put on all the dignity I could summon, and my best boulevard walk, and went up to the

conductor, and in a pleasant condescending way I inquired: 'Sir, can you tell me where I will find the 'James Crow Car'?"

Miss Preer continued: "The conductor looked at me with mixed bewilderment and indignation. I said: 'Yes, yes, the 'James Crow' car that you have reserved for colored people. He didn't know whether to tell me or swear, but he finally, half-heartedly, pointed to the place near the engine."

Incidentally, from all appearances, Miss Preer could have ridden anywhere. She is not only talented and beautiful, but is able to pay her way, and is happily married to Edward Thompson in private life. But, she must ride by the engine.

ARGUS

Montpelier, Vt.

JAN 15-1927

It is noted that an effort to collect damages from the Pullman company for refusing to sell tickets to a negro while at the same time they were sold to white persons, failed on Friday, when the interstate commerce commission at Washington held that the section of the law under which an action was brought could not be violated by such a refusal. The commission took the position that the refusal was not a discrimination under section two of the commerce act since it did not involve any situation by which one person obtained transportation for less than another.

## PULLMAN RESTRICTION

Interstate Commerce Commission Approves Bar on Negroes

Washington, Saturday.—The interstate commerce commission yesterday approved the decision of the Pullman company to refuse to sell tickets to members of the Negro race.

The French papers, although they received the same dispatch, refused to publish it, thereby showing their disapproval of the attempts of Americans to spread the doctrine of racial hatred. The Paris Times is only one of several American papers now being published in Paris with the intention of converting the French to their unjust and unlawful methods of discrimination.



# Protest To The President of U. S. On Inferior Service for Colored Rail Travelers

## Ex-Soldier Forwards Copy Of His Letter To Fifty Senators, Declaring That Equal Fares A Fraud

Special to Journal and Guide

New York, Nov. 23.—The frauds practiced by railways running thru Southern territory, which fail to provide the "equal accommodation" called for under the Jim Crow system, though charging colored people equal rates with whites, are sharply exposed in a series of letters sent to the National Association for the Advancement of Colored People, by Arthur H. Thomas who fought for his country in France. 26-27

Mr. Thomas reports that he wrote President Coolidge a letter, calling his attention to these frauds and giving his own experience, as follows:

### Ex-Soldier's Letter

I am an ex-soldier. I served in the A. E. F. One of my comrades who died in action 'Over There' left a young sister in America to enjoy the blessings of a victorious country and its protection. Not long ago, accompanied by this sister and a number of other ladies, I boarded the Dixie Limited, a train which runs from Chicago to Jacksonville, Florida, for Macon, Georgia. We took seats in one of the day coaches. On reaching Evansville, Indiana, the ladies and myself were ordered to take seats in the smoker. The fumes of smoke had not cleared the car; some of the cuspidors had not been emptied, and their odor combined with the smoke, making it very unpleasant for the ladies. I moved the cuspidors from beneath their seats and placed them in the aisle. When the conductor came through, I asked him if he would kindly have them taken from the coach. He replied he would.

A few minutes later the porter entered the coach and attempted to place the cuspidors back beneath the ladies' seats. I arose and protested. I protested with the same courage that I faced the perils of war. So much effect did my words have in the improvement of that coach, that I

believe if the President of the United States will rise and protest against such conditions there soon will be no occasion for any citizen to annoy him with a letter like this.

As an ex-soldier and an American, I respectfully suggest, Mr. Coolidge, that you use your powerful influence to cause such a law to be passed as will prohibit railroad companies from the practice of collecting first class passenger fares for unclassified passenger service.

### No Reply From President

The ex-soldier's letter received no direct reply from the President but was referred to the Interstate Commerce Commission, whose Secretary, J. B. McGinty, informed him:

The matter of which you complain, namely, the exaction of first class passenger fares from you and certain ladies who accompanied you, for transportation in a smoking car on the Dixie Limited South of Evansville, Indiana, is a matter which does not constitute a violation of any provision of the Interstate Commerce Act, for the reason that the Act does not require carriers to furnish transportation which is other than first class; and your statement to the effect that the service was not first class, although a matter we deem it proper to call to the attention of the authorities of the Louisville and Nashville Railroad Company, relates to a subject over which the Congress of the United States has not as yet seen fit to exercise jurisdiction. In the past competition between carriers and their desire to secure the patronage of the traveling public has been deemed sufficient to induce them to render good service, and that they have generally done so is evidenced by the fact that complaints like the one contained in your communication are seldom made.

### Johnson Comments

Commenting on the above letter, James Weldon Johnson, Secretary of the N. A. A. C. P., urged every colored person who at any time received inferior service, dirty accommodation, absence of decent toilet

facilities and other discriminations generally practiced under the Jim Crow system to report the matter to the Interstate Commerce Commission, in Washington, D. C., in order that they may not be able to contend the matter has not been often enough brought to their attention.

### Sent Letters To Senators

The ex-soldier, Mr. Thomas, further reports that he wrote about 50 letters to U. S. Senators and Representatives detailing his experience and received replies, of which the following are typical:

Frank L. Smith, Senator from Illinois: "I beg leave to acknowledge your letter of September 20th, and while I think your complaint really applies to a particular train instead of the general railroad service, I will be very glad to do anything that I can to have the service made it ought to be."

Charles Curtis, Senator from Kansas: "I am sorry you had such an experience and I will gladly bring your complaint to the attention of the proper officials for consideration."

Clyde Kelly, Representative 33rd District, Pennsylvania: "I am sorry for the inconvenience you suffered on your trip to Macon, Ga., and shall be glad to see if anything can be done to remedy the repetition of such an occurrence."

The one emphatic and forceful letter answering Mr. Thomas' communication, came from Representative Martin B. Madden, of Illinois, who wrote:

"I assure you I have always been opposed to discrimination as practiced by some of the railroads and I have fought it on the floor of the House on several occasions. I shall be pleased to continue my efforts to put a stop to this nefarious practice."

Colored people throughout the United States are urged to report at once to the N. A. A. C. P., 69 Fifth Avenue, New York City, cases of inferior service in Jim Crow cars of the Southern railroads, giving facts and details, which will be promptly reported to the Interstate Commerce Commission and to interested Senators and Representatives. This material, if furnished the N. A. A. C. P., will be organized for presentation to the Interstate Commerce Commission in such a form which it will be impossible to dodge.

## HERE IS A COLORED WOMAN WITH BRAINS

Washington, Dec. 23rd—Under the heading, "Sidestepping an Insult," a staff writer for the Norfolk Journal and Guide narrates an interesting tale of the method used by an intelligent colored female in the South, to escape the inferior accommodations incident to traveling in the unsanitary and usually overcrowded Jim Crow cars. Says the writer, Richard H. Bowling:

"A certain colored woman learned to speak Spanish. Never having left the country, she has absolutely no need for this accomplishment. She is not a teacher and does not expect to become one. But she keeps up with her Spanish nevertheless. It is all because she has learned how to use this extra linguistic ability to very fine advantage in Negro-baiting sections."

"When she desires Pullman accommodations in the heart of the South, she makes application as a foreigner. She hails always either from Cuba or Mexico, or from Panama or Brazil. When asked out of the diner because of her color, she replies to the owner in Spanish and reaches for the menu. That always settles the matter. She is then treated differentially. Very rarely does she come across a railroad official who can understand her, but she never fails to find one who, when once impressed with her foreignness, does not do all in his power to impress her with the uniform courtesy of American railroad employees."



Jim Crow Car Laws - 1927

## TICKET AGENT AND PULLMAN CONDUCTOR SWEAR THAT THEY SELL PULLMAN BERTHS TO NEGRO PASSENGERS IN THE SOUTH!!

Washington, D. C.—The Interstate Commerce Commission dismissed the complaint and claim for damages filed by J. P. Harden, a lawyer of Chicago, against the Pullman Company for alleged failure and refusal to give him equal treatment and accommodations with whites.

Harden declared that on July 7, 1923, he purchased a railway ticket at Atlanta entitling him to transportation to Chicago. At the same time he asked the ticket agent, Traber for a Pullman ticket, and was told to go to the next window. The agent at the next window, he testified, sold a Pullman ticket for the same train to a white person immediately preceding him, but informed Harden, "We do not sell Pullman tickets to 'niggers' down here," and in loud and offensive language ordered him to get away from the window.

Could Not Get Berth.

Harden boarded the train. He stated that he asked the Pullman conductor for a berth and was told he could not get one until the train reached Evansville, Ind.

In its summary of the case the commission said:

"Agent Traber testified that he is and has been ticket agent at the union station in Atlanta for the last fifteen years; that he is and has been the only ticket agent on duty there except during rush hours; that it is and has been his custom to sell Pullman tickets where desired to colored persons and to the same patron to whom he sells a railway ticket.

"The Pullman conductor testified that he had been employed in that capacity for twelve years, during four of which he was assigned to the run between Chicago and Jacksonville, Fla., through Atlanta; that he has frequently assigned space to such persons where they board the train without reservations; that he has never refused to do so when occupied and such space was available, and that there was ample space on the train referred to.

Discrimination Denied.

"The general agent of the Pullman Company stated that that company makes no distinction in favor of white passengers against colored; that col-

ored passengers are furnished accommodations whenever they request them, provided they are available. Ordinarily separate Pullman cars are not provided for colored passengers because of the slight demand by them for such accommodations, but throughout the South they are accommodated in the same cars with the white when traveling interstate.

"Complainant offered no evidence in support of his claim for damage. We are without jurisdiction to award punitive or exemplary damages. Undue prejudice in violation of Section 2 of the act has not been alleged or established by proof. The refusal alleged would not constitute unjust discrimination or violation of Section 2 which prohibits charging one person more than another for a like and contemporaneous service. Such refusal has not been proved."

### BROOKLYN EAGLE

#### THE NEGRO AND THE PULLMAN CAR.

It goes without saying that the Pullman Company has to employ white men, practically has to employ white Georgians, to sell tickets at its Atlanta station. Those who know the sentiment in the "Jim Crow car" States are not surprised when such a white Georgian tells a Chicago Afro-American lawyer, "We do not sell tickets to niggers down here," nor when the lawyer goes before the Interstate Commerce Commission claiming \$25,000 damages and asking for an order to compel the company to end discrimination. Nevertheless the categorical denial of the Pullman corporation that it ever ordered or authorized any drawing of race lines need not be questioned.

In throwing the negro lawyer's plea into the discards, however, the Commission does a bit of what New Englanders call "whipping the devil around a stump." It concedes that under the law it is an offense to "charge one person more than another for a like and contemporaneous service."

Such refusal has not been proved."

Georgia.

ous service" but sees no violation in refusing to sell to a particular person for any price. Manifestly the whole intent and purpose of the statute is ignored.

What is clear enough is that the insult to the negro's race pride was utterly needless and gratuitous. It was only necessary to say politely "Sorry, but we are all sold out." That would have settled the matter. White persons who travel much find that it often settles the matter for them. And it is unthinkable that the Pullman Company orders or approves affronts that make trouble for itself, whether the complainant gets any relief or not.

We shall probably never have a "Jim Crow" system of discrimination in interstate passenger transportation. The growing prosperity and wealth of colored people in the North will more and more often bring the Pullman berth issue to the front. If friction is to be avoided, voluntary segregation with absolutely equal accommodation for whites and blacks may prove the solution of the difficulty. In such segregation there is no affront to the self-respect of a thinking negro. And the whites, while Sambo, black as the shades of Erebus, makes up their berths for them, will have the satisfaction of knowing that they are being kept free from contact with Afro-Americans.

### CHICAGO NEGRO LOSES HIS SUIT VS. PULLMAN CO.

Washington, D. C., Jan. 14.—(AP)—An effort to collect damages from the Pullman company for refusal to sell tickets to a Negro, failed today when the interstate commerce commission held that the section of the law under which an action was brought could not be violated by such a refusal.

The commission took the position that the refusal was not a discrimination, since it did not involve any situation by which one person obtained transportation for less than another.

A complaint made by J. P. Harden, a Negro lawyer of Chicago, seeking \$25,000 damages from the Pullman company on the ground that it refused to sell him accommodations, was dismissed.

The Pullman company denied its employees were instructed to refuse Pullman accommodations to Negroes.

Harden alleged that he attempted to buy a Pullman berth from Atlanta to

Chicago and that the ticket agent and the Pullman conductor both refused to make the sale. These men testified they had frequently sold berths to Negroes and had no recollection of refusing to make such a sale.

NEW YORK TIMES

JAN 15 1927

### NEGRO LOSES SUIT AGAINST PULLMAN CO.

Interstate Commission Rules He  
Was Not Discriminated Against  
on Account of Color.

Special to The New York Times.

WASHINGTON, Jan. 14.—A demand by J. P. Harden of Chicago, a negro lawyer, that the Pullman Company be ordered to pay him \$25,000 damages because, as he alleged, an agent of the company refused on July 7, 1923, to furnish him Pullman accommodations from Atlanta to Chicago, was rejected in a decision made public today by the Interstate Commerce Commission.

The action was brought by Harden under Section 2 of the Interstate Commerce law which, the commission pointed out, simply prohibits charging one person more than another for a like and contemporaneous service. It was held that the refusal could not have violated this section, and also that the complainant offered no evidence in support of his claim for damages.

Undue prejudice in violation of Section 3 of the law, the commission stated, had not been alleged or established by proof, and added further that "we are without jurisdiction to award punitive or exemplary damages."

The action had attracted some attention, as Harden not only sought damages, but asked the commission to require that the Pullman Company "cease and desist from such unjustly discriminatory practices against colored persons, generally."

The complainant's unsupported testimony was to the effect that a ticket agent at the Atlanta Union Station had refused to sell him a reservation and had told him to apply at the next ticket window. A second agent, Harden charged, although he had just sold a ticket to a white person, informed him that "we do not sell Pullman tickets to niggers down here," and "in offensive and threatening language told the complainant to get away from the window."

In the course of its decision the commission called attention to testimony in a somewhat similar case by the General Agent of the Pullman Company, who stated that the company made no distinction in favor of white passengers against colored and that colored persons were furnished with accommodations, provided they were available.

## PULLMAN CO. WINS IN SUIT FOR \$25,000

Conductor And Ticket Agent

Swear They Sell Berths

To All

*W. P. American*  
I. B. HARDEN, CHICAGO  
LAWYER IS PLAINTIFF

*1-22-27*  
Swears Atlanta Agent Told

He Didn't Sell Berths

*Baltimore*  
To Negroes

WASH., D. C.—The Interstate Commerce Commission, held Friday, that it was without jurisdiction to award punitive or exemplary damages as was asked by J. P. Harden, a lawyer of Chicago, in a complaint against the Pullman Company.

Harden claimed he has refused Pullman accommodations from Atlanta, Ga., to Chicago.

The Commission stated also that the charges were not sustained by proof, and that even if it were shown that the Pullman Company had refused accommodations to the complainant, such refusal would not constitute unjust discrimination in violation of Section 2 of the Interstate Commerce Act, which prohibits charging one person more than another for a like service.

Asked \$25,000 Damages

The Commission's report reads: Complainant is a colored lawyer residing at Chicago, Ill. By complaint, originally received January 10, 1924, he alleges that on July 7, 1923, defendant refused to furnish him Pullman accommodation from Atlanta, Ga., to Chicago, Ill., in violation of Section 2 of the Interstate Commerce Act.

We are asked to award damages to complainant in the sum of \$25,000, and to require defendant to cease and desist from such unjustly discriminatory practices against colored persons generally.



#### Purchased Ticket

Shortly after 8:00 a. m. on July 7, 1923, complainant purchased a railway ticket at Atlanta entitling him to transportation to Chicago. This ticket and a traveler's insurance policy which was purchased from defendant's agent Traber. Complainant testified that at the same time he asked Traber about a Pullman ticket and was told to go to the next window, that the agent at the next window sold a Pullman ticket for the Chicago train leaving at 8:45 that morning to a white person immediately preceding complainant, but informed complainant that "we do not sell Pullman tickets to niggers down here," and in offensive and threatening language told complainant in loud tones to get away from the window.

#### Second Request Alleged

Complainant thereupon boarded a railway chair car on the 8:45 train and proceeded to Chicago. He further testified that while en route near Nashville, Tenn., that evening he asked the Pullman conductor if he could procure Pullman accommodations and that the conductor replied, "Not until after we reach Evansville (Ind.)."

#### Tarber's Testimony

Agent Taber testified that he is, and has been, ticket agent at the union station in Atlanta for the past 15 years, that he is and has been the only ticket agent on duty there except during rush hours, that it is and has been his custom to sell Pullman tickets, where desired, to colored persons, and to the same patron to whom he sells a railway ticket, and that, although he does not remember selling complainant a railway ticket except by the stamp on the back of the traveler's insurance policy which was introduced in evidence, he has never directed a patron to another window for a Pullman ticket or refused to sell such a ticket to a colored person.

#### Conductor Testifies

The Pullman conductor testifies that he had been employed in that capacity for 12 years, during four of which he was assigned to the run between Atlanta; that although he does not remember ever having seen complainant before the hearing, colored persons have frequently traveled in the cars under his charge; that he has frequently assigned space to such persons they board the train without reservations; that he has never refused to do so when requested and such space was available; and that there was ample space on the train above referred to.

In Crosby v. St. St. L. S. F. Ry. Co., 112 I. C. C. 239, 242, we said:

"Testifying generally as to furnishing Pullman accommodations to colored passengers, the general agent of the Pullman Company stated that that company makes no distinction in favor of white passengers against colored; that colored passengers are furnished accommodations whenever they request them provided they are available.

#### Same Car Declared Used

"Ordinarily separate Pullman cars are not provided for colored passengers because of the slight demand by them for such accommodations but throughout the South

they are accommodated in the same cars with the whites when traveling interstate."

Complainant offered no evidence in support of his claim for damage. We are without jurisdiction to award punitive or exemplary damages. Crosby v. St. L. S. F. Ry. Co., supra. Undue prejudice in violation of section 3 of the act has not been alleged or established by proof. The refusal alleged would not constitute unjust discrimination in violation of section 2 which prohibits charging one person more than another for a like contemporaneous service. Such refusal has not been proved.

We find that the allegations of the complaint will be dismissed.

JAN 21 1927

#### POOR JUDGMENT

That negro lawyer of Chicago who sued the Pullman Company for \$25,000 damages for an alleged refusal to sell him a ticket for a berth in a Pullman from Atlanta to Chicago, did not render his race any service. He perhaps thought he was. Plainly, it was an effort on his part to bring about a recognition of race equality; a thing that is utterly out of the question, for two reasons: First, the white race is the dominant race the world over and no amount of agitation will change the viewpoint of the white race; secondly, God Almighty made race equality impossible. The white man must understand his own responsibility and must give the colored race fair treatment, and most white people do understand this. And the white people who are striving to help the colored people of this country build themselves up economically, educationally and morally are rendering them a better service than those few colored people who keep up an agitation about equality.



# Bus Discrimination Given Setback by Indiana Judge

Richmond, Ind., Dec. 2.—For the first time in many years a case involving racial discrimination was given a hearing in city court last Tuesday afternoon before Judge Fred Pickett.

Glen Branoski (white), Cincinnati, Ohio, a driver for the Greyhound Bus company, operating between Indianapolis, Richmond and Cincinnati, was fined \$50 and costs and given a 20-day jail sentence for assault and battery on one of the passengers on his bus, Mrs. Laura Fisher, also of Cincinnati. The attack occurred Nov. 19, in front of the Richmond bus station, S. Eighth St. The timely arrival of police officers probably prevented a riot.

Branoski entered a plea of guilty to an assault and battery charge and gave no testimony in his own behalf.

C. R. Richardson, one of Mrs. Fisher's lawyers, informed the court that the bus company had realized its liability for the attack made upon Mrs. Fisher by one of its drivers and had agreed to pay her \$500 damages.

Because of a series of articles appearing in The Chicago Defender, people are demanding their rights when riding on the busses. The Jim Crow practice of this company was disclosed by the Defender.

## Celebrated Lawyer In Case

Attorney Richardson was at one time a member of the delegation which went to the Virgin Islands for this country. A number of times the celebrated lawyer has acted as circuit judge here when the question as to the winner in the election was under investigation. He is a native of Georgia and was educated at Tusculum Institute and Howard University. His client, Mrs. Fisher, is also a native of Cartersville, Ga.

Judge Pickett first fined Branoski \$25 and costs and imposed a 30-day jail sentence. Attorneys Richardson and Johnson, representing Mrs. Fisher, joined with Attorney Vioni, who represented Branoski, in urging the jail sentence be reduced to 10 days. After considerable argument the court reduced the jail sentence to 20 days.

Branoski's attack upon Mrs. Fisher was precipitated by her refusal to abide by the arbitrary Jim Crow regulations he had established for the bus he operated, segregating the white and Race passengers. When Mrs. Fisher entered the bus she declined to take a rear seat because she was ill and wanted to be in the warmest part of the bus. Branoski ejected her and when she re-entered the bus he telephoned to police headquarters and demanded that officers be detailed to remove her. The police declined to take such action, explaining to Branoski that he could not discriminate against passengers. Branoski then, it is said, ejected Mrs. Fisher a second time with such violence that she was painfully injured. He also tore up her ticket. A considerable crowd collected and trouble threatened for a time. Mrs. Fisher becoming almost hysterical from fright. The police were informed of the situation and the bus driver was arrested.

## Judge Scores Defendant

"The Indiana law on racial discrimination is clear. It does not tolerate discrimination," said Judge Pickett in announcing his verdict. "Ignoring the fact that one of the principals in this case is a white man and the other a Negro woman, it must be viewed solely as an aggravated, unprovoked attack by a strong man upon a woman who was both weak and ill. She was both injured and humiliated. The company which employed Branoski has been, as the attorneys for Mrs. Fisher have admitted, quite fair in making settlement with her, and I bear in mind the fact that Branoski has come into court with an admission of his guilt; but I cannot see my way clear to give a suspension of any jail sentence I may impose. I want it to be a matter of public record that this court regards an attack made by a man upon a woman a serious offense not to be lightly condoned."

Prosecutor Haward urged the court to impose a fine and an unsuspended jail sentence.

"The 'Jim Crow' rule is not recognized in Indiana," the prosecutor announced.

Attorney Richardson spoke briefly, stating that the Race residents of the community were not asking for the imposition of any severe penalty upon Branoski, merely a vindication of equal rights of Race passengers with white passengers on public transportation conveyances.



# Exposes Bus Segregation in Chicago

By special arrangement with Albert A. Libby, prominent white journalist, The Chicago Defender has been able to get conclusive proof that the various bus lines operating out of Chicago are openly and notoriously violating the civil rights bill, and are also operating contrary to the rules and regulations of the Illinois commerce commission. The evidence herewith presented will be given the commissioners for action.

By ALBERT A. LIBBY

"Oh, we stick the niggers in the back." Thus the estimable Mr. Spangler, an official of the Inter-State Motor Stages, 307 Plymouth Ct., stated. The reporter, in the guise of a southerner, who wanted to be sure not to sit beside a man of Color, persisted further:

"But suppose they seize front seats and refuse to budge?"

"Ye-eh? Well, they don't get fresh with us. We tell 'em to sit in the back in the first place and that's where they go or not at all!"

And, with varying degree of emphasis, such was the typical rejoinder of nine different bus companies to the suggestion referred to above.

That the incessant complaints which have reached the Defender regarding the flagrant and systematically vicious Jim-Crow policies do if anything, undoubtedly understate the case, has been completely established by a special inquiry conducted by this newspaper.

Indeed, it has been revealed that some of the lines, particularly the Shore lines and Ni-Sun concerns, not content with herding their Colored passengers like cattle to the rear, have practically decided not to carry them at all.

## Questions Agent

The reporter asked young, peppy Mr. Malcolm, ticket agent at the Ni-Sun, 513 W. Madison, if he could assure him that in case he bought a ticket he wouldn't have to sit next to "some Negro."

"You can absolutely depend upon it, sir! We never under any circumstances sell a ticket to a Negro. We sell some to Mexicans, although only if they are well dressed and clean, and then they ride in the rear. But we intend to keep Negroes out."

"How do you manage that?"

"That's easy; if one comes in, I ask him where he wants to go. Suppose he says 'St. Louis.' Well, we

are sorry; we are all sold out!! Then if a white man comes I simply change my mind and decide to send an additional passenger. I've got a right to change my mind, haven't I?"

And so he changes it as often as is necessary.

And at the Congress hotel, office of the Shore Lines, a young lady who said she was married to a southerner and could well sympathize with the reporter's anxiety for exclusively Nordic fellow passengers, had a little different technique. The boss told her that when a "Colored person" came in to tell him that while the law compelled them to sell transportation that he wouldn't be permitted the use of the waiting room nor would he be allowed refreshment or the use of lavatories on the way.

"They get offended," she remarked, "and go away."

She said the Shore Line was doing its best to get rid of Colored.

## Color Is Help

Even in cases where a less open nullifying of the law exists, the practice of segregation is all but absolutely general. Take the Yellowway company for instance. This, the largest of the "wildcat" or independent organizations, will on occasion and at its own discretion, sell tickets to a Negro. When it does, it is usually

# JIM CROW BUS LINES ARRIVE IN CHICAGO

## System Exposed for First Time

Continued from page 1)

to a Negro of lighter complexion than the average, or when the load is such that his presence is thought sufficiently innocuous.

"We always make an effort," said Mr. Woods at his offices and depot, 8 S. Market St., "to get our Colored passengers in rear seats. In a few isolated cases they have become obstreperous and threatened suit, and we have deemed it advisable not to force the issue. Of late, we haven't been bothered much, because they don't seem to be coming very fast. I guess they know we don't care for their trade."

Perhaps the largest bus company in the city is the Purple Swan Greyhound-Orion combine operating the Union Bus depot at 518 W. Michigan Ave. They seem to have the soundest and most stable affair of any.

Indeed it has been said Mr. Insull is one of its financial backers. Rapidly coming into the category of big business, everything is systematized—including the "handling of Negroes."

"We take care not to exceed a maximum of four to a coach," the reporter learned. "They sit in the rear and don't get off the bus at any time during the trip. If our instructions are disregarded and one does get off, the driver goes on without him."

It is evident that the Colored passenger is imprisoned in the coach for 11 hours or more with no opportunities for lunch and no lavatory facilities, whatever. Yet it is considered essential that the white passengers stop off at least three or four times en route for refreshment and comfort.

## Want Our Money

Not that there are no lines anxious for the Colored business however. On the contrary, there are a number but, so far as is known, with only one notable exception they seemingly don't consider it necessary or important to accord the people whose money they seek anything like equitable treatment. "Niggers" are just "niggers" to them.

Their practice varies from company to company and from time to time. For most of the concerns are small and their policy is spasmodic and fluctuating. The men conducting their offices—not all, of course, but far too many—belong to that species of cheap gyp artists which hustle in carnival concessions. They are quite innocent of any scruples.

Naturally, the people of limited means that make up the bulk of their carriage are mistreated and swindled in all manner of petty ways. And the Negro suffers, as usual, most acutely of all and most persistently.

Negroes are insidiously corralled and their tickets and are waiting for the bus in which they are to ride. When the big vehicle pulls up to the curb, the white passengers are maneuvered in first. What seats remain to the rear are left to the Colored who are next ushered in. All this is effected with the approximate degree of tact that one finds in the South. That is to say, it is sometimes good-natured and affable and sometimes gruffly curt, but always, in reality, insulting.

Upon investigating the nativity of the most influential element in the bus business, this ceases to be a cause for surprise. Because to a marked extent, this element comes from the land of fried chicken and the koo-koo-klan. You may take it for granted that these crackers loose no chance of putting in vogue here all they knew at home about how to treat Negroes. Even when they are not present in person, their malicious spirit seems to pervade engaging in ill will and friction and instigating an attitude towards Negroes that is loaded with a studied insolence.

Among the smaller fly-by-night racketeers, one "Dr." Vincent who, at sundry points over the city [he has been moved or rather ousted twice in the past six weeks] manages to sell not a few tickets. Vincent cheerfully tells the world he is from Texas and his Dixie intonation certainly doesn't belie this.

Oh, yes, "Doc" and his so-called White Way Bus Line sells tickets

to Negroes. Yes, indeed—and how?

But "Doc's" busses have two doors: one in the front for white people and one in the back for Colored. Of course, there is no sign as in southern street cars. There doesn't have to be.

"Doc" is very efficient in arranging his passengers.

Another little venture is that of Mr. Deveney, who has ticket offices at 10 S. Clinton St., and 11 S. Jefferson St. Mr. Deveney Jim Crows his Colored ticket holders in the approved Mississippi fashion, but he is much less offensive about it. Although the reporter asked him where his "niggers" sat, he said he jockeyed the "Negroes to the rear!" Just a matter of business with him, with a prejudice not nearly so noticeable.

There are a number of other dirty and dingy little bus "depots" around Madison and Canal. The largest of these is the office at Mid-West, 14 S. Canal St.

## "A Matter of Business"

A Mr. Norton, who seemed to be a gentlemanly sort of a fellow, informed the reporter that, as a matter of business, segregation was thought unavoidable in Mid-West coaches. Colored passengers, during the trip can leave the coaches at some of the stops, but not all. Depending, it is presumed, upon local feeling, and objections by the rest of the passengers.

The other ticket brokers thereabout said substantially the same thing, although they didn't express themselves so politely. In fact, they didn't mince words at all; it was it was "nigger" this and "nigger" that.

Of all the officials interviewed only one expressed himself as not only desirous of Negro trade, but willing and glad to accord them every courtesy and privilege anyone has. He spoke for the Fairway Motor Coach Lines, 24 E. Roosevelt road.

"Well, I am very sorry sir, but you'll have to take that chance. We can't afford to discriminate."

This company maintains several sub-stations on the South side with Colored employees, and it is said that some of these people have invested in their employer's business.

But, "exceptions proves the rule." So, in this young industry, with the single exception of the Fairway, the rule is Jim-Crow. This shameful situation demands the attention of the Illinois Commerce commission under whose permit the bus lines operate.



Jim Crow Car Laws - 1927

Illinois

#### MORE BUS SEGREGATION

Editor, Chicago Defender: Just a few words to let you know how pleased I was to see the article in last week's issue on bus segregation. I have longed to see some organization take this matter up for some time.

I want to tell you about an incident which took place a few weeks ago. My mother, a resident of Bloomington, Ill., purchased a ticket from Chicago to Detroit, by way of the Oriole. When her bus pulled up the agent said: "This is not your bus. Yours will pull up in about five minutes." It really was her bus and she was forced to wait from noon until 8 p. m. He insisted on her taking a back seat which was very uncomfortable and he kept the window up all night. It was several days before she was really herself. I do hope the day will soon come when these outrages will cease. A few days ago a woman stopped in here crying because the driver of the bus (also the Oriole) had cursed her dreadfully because she took his number and only said she would report him for making her take the back seat.

VICTORIA WATSON.

10 W. Michigan Ave., Ypsilanti.



# Interracial Committee of Maryland Fights Jim Crow

## Introduces Bill in Legislature to Abolish All Discriminatory State Laws

By KELLY MILLER

Under sponsorship of the interracial committee, a bill was introduced in the Maryland legislature to abolish the state Jim Crow car law. The bill, according to the secretary of the interracial committee, T. J. Calloway, had the backing of some of the most influential public men of the state. Senator Bruce stated some time ago that the time had come for the elimination of such distinction in transportation in the state of Maryland. It seems that the bill was tabled in the committee, although the fact that it was passed beforehand, was supposed to be in favor of it. Mr. Calloway is still hopeful of the resurrection of the bill and gives the assurance of Governor Ritchie and other powerful Democratic supporters as basis of his hope.

This is perhaps the first attempted bit of legislation in recent years to wipe out odious race discrimination in state laws. It gives the assurance that all such discriminatory regulations which were born of local conditions will pass away when such conditions are ameliorated. Most of the iniquitous distinctions in northern states were wiped out by the moral crusade of the Civil war. At least 15 northern states had provisions limiting the franchise to white men when the 15th amendment was passed. Some of these states voluntarily removed such racial distinctions by the revision of their own constitutions, while in other states, like Ohio and Oregon, such racial legislation was wiped out by the 14th and 15th amendments. The state of Michigan at one time had a law forbidding intermarriage between the races, but this discriminatory provision was wiped out by subsequent state law.

The first attempt to eradicate the Jim Crow car law makes me reminiscent. One harks back to the days of the Afro-American council, when race-wide effort was launched to check the rising tendency, especially in its interstate feature. A considerable legal defense fund was raised for this purpose, of which Booker T. Washington contributed or procured by far the greater part.

### CONFER WITH IOWA SENATOR ON ISSUE

When congress was about to revise the interstate commerce act, Hon. Whitfield McKinley and myself called upon Senator Dolliver of Iowa, chairman of the committee, and went away supposing that we had his indorsement of our proposition that

there should be no discrimination of any kind in interstate passenger traffic. But on a subsequent call we were frankly and flatly informed that the pending measure would be limited wholly to material freight.

About this time Hon. Archibald Grimke and myself called upon Senator Foraker to engage his good offices in behalf of guaranteeing no racial discrimination in interstate travel. The good senator informed us that he would gladly work for a provision for equal accommodations, but that such a proposition as we suggested would be simply impossible in face of the prevailing situation. We thereupon advised him that we would prefer than no action at all should be taken unless there was full guarantee of no distinction or discrimination, and told him that we could secure equal but separate accommodations from the southern states and that we preferred that the federal government should not touch the question one way or the other unless it was prepared to act upon the broad foundation of no discrimination between American citizens. He thought that our attitude was very short-sighted and unwise.

The first suit brought to test the Jim Crow car law was, I believe, instituted by Prof. William H. Council of the Alabama Normal institute. The case was lost. The supreme court decided that the states may provide separate but equal accommodations for the races without violating the federal Constitution. This decision seemed to settle the legal status of Jim Crow cars so far as interstate travel is concerned.

The supreme court has also gone on record to the effect that similar arrangements for interstate travel may not be unconstitutional. If I am mistaken about this, some of my legal critics are invited to set me right.

### WILLIAM HART TESTS MARYLAND LAW

In those days came William Henry Harrison Hart of the law school of Howard university, big of body, brave of heart and intrepid of spirit, of powerful intellect and learned in the law. The state of Maryland had just enacted its separate car law and was operating it in both its interstate and intra-state application. Professor Hart secured an interstate ticket from New York to Washington. On reaching the Maryland border he was asked to change to the Jim Crow car. This he stoutly refused to do. He was ejected and lodged in the Elkton

jail. Thereupon he brought suit in the courts of Maryland and won. The court of appeals, the highest tribunal in that jurisdiction, held that the law did not apply to interstate passengers, but merely to local traffic. Every one of the Race in the nation owes Professor Hart a debt of gratitude which remains unpaid. But for his brave and manly act every Race passenger, from whatever section of the country he might hail, would be compelled to ride in a Jim Crow car in order to reach the national capital.

From the beginning the border warfare between freedom and slavery waged along the Maryland line. The Mason and Dixon line, of far-flung political significance, marked the boundary between Maryland and Pennsylvania. The Confederate army in its northern movement was turned back at the edge of the Maryland border. The revised constitutions swept through the southern states like wildfire, but was checked by the Maryland court of appeals. And now comes the Jim Crow car law, whose rescindment is at least under consideration. Let us consider some of the reasons which render such action on the part of Maryland feasible and seasonable at this time. Segregation, separate schools, Jim Crow cars and anti-miscegenation laws stem from the common roots of race prejudice. It is stimulated mainly by the relative number of our people. The effect will continue as long as the cause remains.

The main traffic in Maryland is interstate. The two great railroad systems, the Pennsylvania and the Baltimore and Ohio, which dominate the traffic of the state, are through lines in all directions. The local travel is almost negligible. One may travel in Jim Crow cars in southern or western Maryland for hours without encountering more than one or two fellow passengers. In the main the Race travelers are going to Washington on the south or to Wilmington and Philadelphia on the north or to Harrisburg and Pittsburgh on the west. All of those are interstate passengers. The empty Jim Crow cars are but a nuisance and an expense. Furthermore, the Race contingent in Maryland, outside of the city of Baltimore, is relatively declining. They are leaving the agricultural sections of the state for the metropolitan city or for regions farther North. The Jim Crow car has little future prospect in the state.

### MUST SEEK LOCAL RELIEF FROM SITUATION

The proposed action on the part of Maryland still further indicates that the Race must look to local rather than national action for tangible relief from the difficulties under which they labor. The elimination of the interstate feature of the Maryland Jim Crow car law represents the only concrete advantage which I now recall that has come to the Race from agitation against Jim Crow cars. The defeat of the proposed restriction to the franchise by the Maryland courts is the only action, as I now recall, which has actually enhanced the ballot in the black man's hands. The recent decision in the Texas case

magnificent, but the distance between Washington and Texas is magnificent also. Unless some liberal movement springs up in Texas, the victory in which we now exult will be but a paper decision. It is also interesting to note that Mr. Calloway throws the burden of advantage of this action, or the brunt of disadvantage, upon the Democratic party, which now has the reins of power. If the Democrats put this over, they will deprive the Republicans of further supply of soft soap upon which to fool the gullible Race voter. I recall how the Democrats gave the Race teacherships in the public schools of Baltimore after and arduous efforts.

In this connection it might also be well to say that West Virginia is the only southern state which has no Jim Crow car system. Why? Hereby hangs a political tale. It was told me by J. W. Clifford, the well-known journalist and politician of the Mountain state. The issue was close between the two parties. The more Bourbon-like Democrats threatened Jim Crow legislation if they won over the solid opposition of Race voters. An understanding was reached with such outstanding leaders as John W. Davis and Congressman Wilson that if the Race would join in with them no such legislation would be forthcoming. They did. The Democrats won and kept their word. If by any mischance the Democrats had fastened on the state Jim Crow cars, no number of subsequent Republican victories would have eliminated them.

Oklahoma tells a sadder story, which I learned while traveling in the state. Haskell, the leader of the Democratic host, promised the Race leaders that if they came with them the Race might have anything in reason as their just share of the common victory. He also advised that if the Democrats won without their aid they would give them hell. The Race refused the offer. Haskell turned to the Indians. The Democrats won. Today the racial restrictions in Oklahoma are among the very severest of any southern state.

Let us hope and pray that Maryland will do the sensible thing in being the first to abolish Jim Crow cars and that the Race of Maryland will do the sensible thing in bringing it to pass.



SUN  
BALTIMORE, MD.

JAN 15 1927  
URGES JIM CROW  
LAW BE REPEALED

Interracial Body Says Act  
Places Hardships On State  
Negroes.

STATUTE PASSED IN 1904

Commission Makes Other Recom-  
mendations In Report To Ritchie  
And Legislature.

Repeal of the Jim Crow law, enacted in 1904 by the Legislature to require transportation companies to provide separate places for white and colored passengers, was recommended yesterday by the Maryland Interracial Commission in its report to Governor Ritchie and the General Assembly.

Repeal of the law was asked on the ground that it places hardships on Negro citizens of Maryland, but does not affect interstate travelers. The commission also stated that in its opinion progress made by the Negro race since 1904 has removed any reason for the law which might have been in existence at the time it was enacted.

**Would Amend School Code.**

The commission asked that the school code be amended to provide the same minimum rate of pay in all the public schools of the State and recommended the appointment of a Negro assistant supervisor for the Negro schools. It also asked that the appropriation for Morgan College be made as liberal as possible.

The commission declared that in its investigation of health conditions it had found an alarmingly high death rate in certain localities. It attributed much of this to insanitary houses and surroundings, overcrowding and inadequate hospital facilities. Much relief would be afforded, the report said, by increasing the hospital accommodations for the Negro population.

**Industrial Situation Cited.**

In its study of the industrial and economic life of the Negroes of the State

the commission declared that many of the racial and interracial difficulties were due to the lack of industrial and economic opportunities for Negroes. The majority of the race are engaged in those occupations which pay small wages, it stated, and attributed to this a neglect of education and health conditions which would not prevail were their opportunities greater.

The commission recommended that some provision of facilities be made by which Negro youths might fit themselves by scientific study for increased usefulness in the mechanical arts and in scientific industries generally.

In its report on public welfare, charitable and penal institutions the commission asked that the House of Reformation at Cheltenham be converted into a State training school for Negro boys and that the educational features be placed under the State Department of Education.

**Makes Suggestion.**

It recommended that if the board of control of the institution would not consent to the proposed change of charter all grants from the State and Baltimore city be withdrawn and a State institution be organized.

The commission recommended that a permanent interracial commission, composed of white and Negro men and women, be created, with a sufficient appropriation to employ an executive who could devote all his time to the study of problems and to cooperate with other boards on racial and interracial matters. It also asked that the appropriation be large enough to maintain an office and

adequate assistants and to pay for other miscellaneous necessities.

**Personnel Of Commission.**

John O. Spencer is chairman of the commission and Charles W. Heusler treasurer. The other white members of the commission are: Richard L. Cary, Charles M. Cohn, Mrs. Alice B. Van Doran, Ralph P. Gilmore, Mrs. George H. Van Hollen, Harry E. Parkhurst, State Senator George C. Pevelley, Benjamin Schwartz, Judge Morris A. Soper, John J. Stump and Albert G. Towers.

The Negro members of the commission are: Thomas J. Calloway, secretary; the Rev. George F. Bragg, William L. Fitzgerald, Truly Hatchett, Anna L. McMechen, the Rev. Albert J. Mitchell, Carl Murphy and H. M. S. Clair.

PENNSY DROPS  
JIM CROW CARS  
ON EASTERN SHO'

CHESTERTOWN, Md. — The Pennsylvania Railroad Company has temporarily discontinued use of the "Jim Crow" passenger cars in its trains between Chestertown and Massey. The cars were put in use some years ago by the passage of the law by the legislature.

**Maryland Keeps "James Crow:"**

The "Free State of Maryland" has decided in legislature assembled to keep the Jim Crow railroad law. The bill got through the Judiciary Committee but its sponsors were forced—by one man to abandon the bill when it got to the floor. I know something of this sort of Jim-Crow in Maryland having run to it in my younger and less discreet days. The conductor threatened to "throw" me off and I moved quietly to the place assigned. They were the days when I believed there was probability of civilization penetrating America. Since then I have learned better.



Jim Crow Car Laws - 1927

Mississippi.

## JIM CROW CARS *W* ONLY FOR NEGRO

Chinese and Others May Ride in  
Cars Where Negro Upbuilders  
of Country Cannot—Chinese  
Woman Amused

WASHINGTON, Feb. 12.—That the Jim Crow car laws of the Democratic South are intended exclusively for the humiliation and discomfort of Negro passengers, *NOT COLORED TRAVELERS* *W* illustrated by the experience of a Chinese lady, as reported in a recent issue of the "Christian Advocate."

*2-19-27*  
"Your Christian country," said she, "is very funny. Last week I was in Mississippi and everyone was all upset about me. 'Here,' said one conductor, 'you can't put her in the Jim Crow car; she is not black.' 'Well, she is not white,' said the Pullman porter. 'I don't care, I said, put me somewhere; I am getting very tired. Such a hubbub! Such a commotion!' I sat on my bag and waited. By and by they put me in the white car." *W* She laughed. "Too bad you have no yellow cars. Then your race problem would be all solved, yes?"

It appears from the above interesting but rather pathetic incident that all colored peoples—except native Negroes who are contributing to the wealth of the nation, who with unalloyed patriotism fight her battles at home and abroad, who cherish American ideals and institutions—can enjoy every comfort, use every facility and embrace every opportunity that this great country affords. All but the Negro.—C.P.B.



Jim Crow Car Laws - 1927

**TIMES**  
RALEIGH, N. C.

JAN 31 1927

### NEGRO PASSENGERS ON BUSES IS A COMPLICATED PROBLEM

It is in every way regrettable that the question of the obligation of bus lines to transport negroes has been brought up for decision by the Corporation Commission. The decision, if ever it gets to the courts, is foregone. Negroes have a right to demand and secure accommodations on bus lines. They are common carriers. They are under State regulation. Any arbitrary discrimination on account of race is in all probability illegal.

The difficulty is that in the case of the bus it is scarcely possible to apply the rule of separate accommodations, as with railroads. It is even difficult to see how the rule of certain seats set apart for the races, as on street cars, could be applied. The train lends itself to such a separation. Street car travel meets the problem only at certain hours, and its haul is a short one. The bus haul is longer, the character of the vehicle means more intimate contacts, and the number of negro passengers would be relatively so small as to deny the provision of separate busses. Yet the negro probably is possessed of a right here in the case of a State regulated traffic agency, and certainly in the case of all lines operating inter-state.

It should, of course, have occurred to the General Assembly that this difficulty would be a part of the price to be paid, when it enacted a measure for control and regulation of bus lines. It might have been possible in some way to tax without giving them the status of common carriers.

It is now too late, perhaps, for the exercise of that discretion. Inherently the problem is a nasty one, when and if the negroes wish to make it so. It can be solved practically only by tolerance and wisdom and forbearance on all sides.

**TRIBUNE**

JUN 1927

### NEGRO BUS LINE.

Winston-Salem Sentinel.

An experiment that will no doubt prove to be the beginning of an established service was inaugurated yesterday when the operation of a bus line between Raleigh and Winston-Salem passing through Greensboro was begun for colored people only. For some time the colored people of the

**TIMES**  
RALEIGH, N. C.

JAN 29 1927

## RIGHT OF NEGRO TO RIDE BUSES NOW CONSIDERED

### Negro Committee Ap- pears Before Corpora- tion Commission

Do negroes have the right to ride on inter-urban busses? If not, why not?

These are the questions that were recently put to the State Corporation Commission by a committee of negroes appointed for that purpose. The negroes explained that they were not trying to raise a controversial issue but were primarily after information. No petition was filed with the commission at the time.

According to R. O. Self, director of the bus bureau, the question is one to be determined by the courts. Its answer depends on whether or not a bus is a common carrier. If so, the negroes have a right to ride on them.

Private lawyers questioned are of the opinion that if carried to court the negroes' fight to ride on the busses would be established. The bus lines are under State jurisdiction and are undoubtedly to be classed as common carriers, just as are railways and street cars, they say.

Mr. Self said that there were some lines in the State which carried negroes, but that the majority, including the larger systems, such as the Carolina Coach Company, do not. The bus men have been carefully avoiding the issue for some time, but present indications are that the matter must be definitely settled within a short time. Railroads are more and more removing local trains from their schedules and the busses have already become the most common means of short travel.

State have been asking for service of this kind. That their request was well founded seems to be well attested by the provision of the bus line by operators who were of course satisfied beyond reasonable doubt that it would pay, since this feature of any enterprise must be considered primarily lest the whole project come to failure. A convenient schedule has been arranged and colored people in the State should find this new facility one of great value to them in a social as well as business way.

North Carolina.

**GREENSBORO**  
N. C.

JUN 1 OF 1927

## BUS TRANSPORTATION FOR NEGRO FEATURES

### Inter-Racial Commission In Session Here Takes Up Number of Problems.

### DELETE TERM "NIGGER"

Members of the North Carolina Inter-racial commission in session here yesterday at the Y. M. C. A. home took up a number of important problems and received reports from outstanding committees. The gathering was representative of all sections of the state, although only a relatively small number of the members were present. Dr. W. C. Jackson, vice-president of North Carolina college, presided over the meeting.

Among the more important problems discussed was that relating to bus transportation for negroes in North Carolina. A special committee headed by E. P. Wharton reported that action toward providing bus transportation for negroes in the state has been going forward rapidly under the direction of Judge L. R. Varner, of Lumberton, whose services have been retained by the commission.

A number of conferences have been held with bus companies and the negotiations so far have been most encouraging. It is thought that within a short time a satisfactory arrangement will be worked out. Certain minor adjustments remain to be effected, the committee reported. This is as much as the committee is able to report at the present time, Mr. Wharton said.

Another important matter taken up by the commission was that relating to the extension of negro education in the state. The matter was introduced by Dr. S. G. Atkinson, of Winston-Salem, and N. C. Newbold, of Raleigh. Better and more adequate facilities for carrying on the negro educational work in the state were recommended. A definite program will not be submitted to the commission until the fall meeting.

Rev. I. Harding Hughes, of this city, brought up the question of closer co-operation between the ministerial societies of the white and negro races. He believes that much constructive work can be done with a fuller measure of co-operation between the churches of both races. A committee of five men will be ap-

pointed to go into this question, two white men and two negroes to serve on the committee in addition to the chairman who will be named later.

R. M. Andrews, negro attorney of Durham, introduced a motion that the commission go on record as opposing certain practices in court where the term "nigger" is handled without due restraint. This habit is a most embarrassing one, he said, and is offensive to the dignity of the courts. Members of the commission agreed that the practice of using the slang word "nigger" instead of negro was undignified, especially in the court room.

A committee will be appointed in the near future to draw up resolutions, stating the commission's opposition to this practice. The Durham man made it clear that in his experiences the term "nigger" had been handled rather freely, when lawyers were referring to negro defendants or negro witnesses.

While no definite action was taken on any of the problems brought before the commission yesterday, on account of the limited attendance, discussions were entered into with thoroughness. Many of the matters will be held over for disposition at the fall gathering of the commis-

WANT BUSES FOR NEGRO CITIZENS

## WANT BUSES FOR NEGRO CITIZENS

### Inter-Racial Body To Push Demands To Supreme Court If Necessary

The question of whether bus owners will be made to provide accommodations for Negro passengers may be left to the Supreme Court to decide sometime in the not far distant future, according to present indications.

At a meeting of the transportation committee of the State Inter-Racial Commission in Greensboro Monday, it was decided first to give the bus owners and the Corporation Commission an opportunity to provide for Negroes, and if they declined, to take the matter to the Superior court, and to the State Supreme Court if necessary.

The question of whether the bus owners can be forced to provide transportation for Negroes hinges around the fact that the busses do not operate under the common carrier law, but operate under a special act of the 1925 Legislature,

and are now operating under a special act of the 1927 Legislature.

The matter of providing accommodations for Negroes was brought before the Corporation Commission several months ago by this committee, but I. M. Bailey, attorney for the Commission, has not rendered an opinion on it. When asked about the matter last night, he stated that the question was a new one, and had not yet been passed on.

Those in close touch with the committee intimated last night that the problem would not be solved by the operation of bus lines strictly for Negroes, for which licenses have already been granted by the Commission. However, N. C. Newbold, the only member of the committee from Raleigh, stated last night that he knew nothing of the meeting until after it had been held, and hence could not say whether the committee would adopt this attitude or not.

E. P. Wharton, of Greensboro, chairman of the committee, announced following the meeting, that the matter of providing bus transportation for Negroes would be pushed, and that Judge L. R. Varner, of Lumberton, formerly a justice of the Supreme Court, had been employed by the committee as counsel.

The committee felt that separate compartments or at least some seats should be designated for Negroes in the rear of the car, he stated.

Bus companies have argued that if they provide separate seating compartments, it might lead to the necessity of providing separate waiting rooms at the bus terminals, and that there was very few Negroes interested in bus transportation.

Busses in the eastern part of the State have already provided transportation facilities for Negroes in many instances, Mr. Wharton stated.



## NEGRO BUS LINES GIVEN FRANCHISES

### Three Routes Established, One Running From Wilmington to Winston-Salem

Two bus lines for our group, the first in North Carolina, have been chartered by the State Corporation Commission. Two of these lines, beginning at Wilmington, will run through Goldsboro, Smithfield, Raleigh, Durham, and Greensboro to Winston-Salem. The other company will operate from Winston-Salem to Charlotte and from Winston-Salem to South Carolina. The new lines will cover about 500 miles of State highways and serve some twenty North Carolina towns.

Al Kraemer, of Raleigh, former president of Carolina Motor Coaches, Inc., and superintendent of the Carolina Coach Company, and Victor Johnson, former division manager of the Carolina Coach Company, are associated in the organization of one of the new ventures. H. C. Bales, of Raleigh, a former owner of the Highway Motor Transit Company, operating between Raleigh and Wilmington, owns the second franchise.

Each company has purchased sufficient equipment of modern design, including individual chair buses, to operate a scheduled departure every three hours, with additional service on Saturdays and Sundays, it is announced.

Operation of the new lines will begin within a short time, it is announced.

Bus men believe that the lines run exclusively for our group will fill a distinct need and probably end the efforts on the part of members of our group to secure the right to ride in the lines now in operation.

### N. C. Finds Jim Crow Busses Expensive

RALEIGH, N. C.—Some complications, which Jim Crow laws of the south bring about are revealed here in the fight to have the bus transportation companies carry colored passengers as well as white.

Under the state law, common carriers are required to provide separate accommodations for white and colored passengers, but up to the present

the transportation companies operating busses on the public highways have refused to carry colored folk because of expense of remodeling busses and providing separate waiting rooms at terminals.

A fight to compel them to do so was instituted sometime ago before the corporation commission of the state by the interracial commission and may be carried to the state supreme court.

### Two 'Jim Crow' Coach Lines To Start In N. Carolina

Franchises Already Granted For Operations Over 500 Miles of The State Highway

Preston News Service

RALEIGH, N. C. April 6—Plans have been completed and franchises granted for the operation of the first interurban coach line in the State catering exclusively to colored people. Within the next 30 days approximately 500 miles of highways in this State will have this service inaugurated with the possibility of this much more shortly afterwards.

Two different companies have been formed by former operators. Both companies have received their franchises from the Corporation Commission permitting their operation. One operation will make headquarters in Raleigh, operating from Wilmington to Winston-Salem via Goldsboro, Raleigh, Durham and Greensboro. This operation was formed by H. G. Bales former owner-operator of the Highway Motor Transit Co., operating from Raleigh to Wilmington via Smithfield and Goldsboro. The other operation will begin at Greensboro and end at the South Carolina line, via Salisbury, Charlotte and Gastonia. This last operation will also operate feeder lines from Winston-Salem to nearby points. Al Kraemer, former president of the Carolina Motor Coaches and later general superintendent of Carolina Coach Company and Victor Johnson, former division manager of the Carolina Coach Company, are associated in the latter operation.

Both companies have purchased the very latest in motor coach equipment of their chair car type. It is planned to inaugurate their service with a scheduled departure every three hours.

## JIM-CROW COACH LINES FOR OLD NORTH STATE

### Franchises Already Granted for Operations Over 500 Miles of Highway.

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### TWO "JIM CROW" COACH LINES TO START SOON IN NORTH CAROLINA

(Continued from page 1)

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Both companies have purchased the very latest in motor coach equipment of the chair car type. It is planned to inaugurate their service with a scheduled departure every three hours.



## INVOKE 'JIM CROW' LAW

MEMPHIS, Tenn., Jan. 19.—Because they refused to ride in the jim-crow section of a Memphis street car Friday, two colored school teachers, Miss Alberta Winston, 26, of 527 Alston avenue and Miss Callie Branch, 27, of 389 Decatur avenue, were arrested on charges of violating the Jim-Crow law. L. H. Petty, secretary of the Teachers' union, brought the complaint against the teachers. He charged that they refused to move to the rear of a car when requested to do so. The local branch of the N. A. A. C. P., will aid the women, it was announced.

Williams immediately ordered stricken from the docket of the court, declaring at the same time that he had no jurisdiction over the matter. No further action has been taken against the young woman.

The treatment accorded Mrs. Wesson while a passenger on the street car Friday night is typical of that which many colored ladies have received while passengers on these cars. Just a few months ago a hard-working woman, while en-

route to her work in west Knoxville early one morning was brutally maltreated, pulled from the car and thrown in jail when a hostile motorman declared that she was violating the "Jim Crow law."

The case was called to the attention of the street railway officials, but positively no relief has been offered.

## Knoxville Refuses To Prosecute Woman

REFUSED TO MOVE FROM WHITE SECTION OF CAR—JUDGE DISMISSES CASE

## Young Woman Brutally Treated On Street Car For Violation Of State 'Jim Crow' Law

Pulled from her seat, insulted, dragged off the car and thrown into the police patrol was the treatment accorded Mrs. Lucy Wesson, 132 Maria street, highly respected young colored woman, while riding as a passenger on a Lonsdale street car of the Knoxville Power-Light Company.

Mrs. Wesson was alone at the time. She had attended the revival service at the Logan Temple church where she sang in the choir during the union revival service that was being conducted. She held her song book and bible in her hand at the time she boarded the car at the corner of Vine and Gay streets, at 10:15 o'clock Friday evening. Mrs. Wesson states her statement is corroborated by other reputable witnesses, that she took the last seat near the rear of the car and just in front of the little uncomfortable side seat that the Power-Light company provides on their cars. In telling of her experience while talking to a representative

of The East Tennessee News, she stated:

"I hadn't been on the car very long before I was accosted by two burly white men who demanded that I get up and give them my seat. One even caught me by the arm and demanded that I move. When I refused to move, they appealed to two policemen who were passengers on the car enroute to their homes after signing off duty. These two officers turned around, and although there were vacant seats nearer the front of the car, they demanded 'move back there gal.' I still refused to move and they walked to the front and ordered the motorman to stop the car. When the car was brought to a standstill, the insulting officers jerked me from the car and ordered the patrol wagon, sending me to jail. Bond was furnished for me and I didn't have to go in the lock-up."

Mrs. Wesson told of other white passengers who were on the car and near her at the time of the affair, arising from their seats and moving toward the front to other vacant seats in order to avoid the confusion.

Judge Williams Throws Case Out.

When the case against Mrs. Wesson was called in city court Saturday afternoon, Judge Williams

KNOXVILLE, TENN., April 28.—(Pacific Coast News Bureau.)—Contending there is no city ordinance to correspond to the "Jim Crow" law, which is a state act, Judge Williams of the city court recently dismissed Lucy Wesson, colored woman of 132 Maria street, arrested on a charge of violating the "Jim Crow" law.

Police arrested Mrs. Wesson when she refused to move back from the section in the street car set aside for white passengers, and in which she was sitting.

## GIVE US BUS LINES

In view of another of those unfortunate incidents when a highly respected young colored woman was subjected to gross and brutal treatment while a passenger on one of the street cars of the Knoxville Power and Light Company, it is hoped that the promoters of a bus line, that will compete with the traction company, will establish their lines about the city at the earliest possible time. Assurance has been given by these promoters that provision will be made on such busses for Negro passengers, and judging from the high calibre of the promoters, the members of the race who patronize the lines will be accorded the treatment justly due them.

Time and again the attention of the officials of the Power-Light Company has been directed to the hostile and brutal manner which certain of their employees accord or allow to be accorded decent and self-respecting Negroes who find it necessary to ride their lines. Notwithstanding such, the same condition continues, until it has become almost unbearable.

Judge Williams exhibited his usual interest in the welfare of citizens of Knoxville when he refused to be a party to prosecuting the young woman who was haled into his court at the behest of what appeared to be a group of thoroughly prejudiced white men desirous of giving vent to their spleen directed at Negroes. The Negro citizenship, at least, are appreciative of this fair attitude on the part of our city judge and another laurel from their ranks is added to his crown because of his just fair manner in handling such matters.